



October 11, 2022

Mr. Patrick Amiot
 382 Florence Avenue
 Sebastopol, CA 95465

Preliminary Transportation Impact Study for the 1365 Kowell Road Project

Dear Mr. Amiot;

W-Trans has completed an evaluation of the potential transportation impacts associated with the existing 5,526 square-foot studio/warehouse located at 1365 Kowell Road in the City of Santa Rosa. As the project includes obtaining appropriate approvals for the existing building and uses due to the lack of an approved use permit, the analysis reflects the traffic that the project would be expected to generate if it were currently being proposed as opposed to existing. The use was also evaluated to ensure that it would not have triggered any transportation impacts under the California Environmental Quality Act (CEQA).

Project Description

The proposed project includes a 5,526 square-foot studio/warehouse. An application for a use permit is currently being processed to legalize the existing warehouse; no physical expansion of the existing building is proposed. The project site is accessed via Kowell Road.

Setting

The project is located near the northern terminus of Kowell Road, which is an access road that runs north-south from the north side of West College Avenue. Near Kowell Road, West College Avenue has two travel lanes in each direction and a two-way left-turn lane (TWLTL). Traffic counts on West College Avenue collected by the City on May 10, 2018, indicate that the roadway is carrying about 18,500 vehicles per day.

Trip Generation

The theoretical trip generation for the project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021 for the "Warehousing" (ITE LU #150) land use. As shown in Table 1, the project would be expected to generate nine daily trips on average, including one trip each during the a.m. and p.m. peak hours.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Warehouse	5,526 ksf	1.17	9	0.17	1	1	0	0.18	1	0	1

Note: ksf = 1,000 square feet

Because the project would generate fewer than the City's thresholds of 250 daily trips or 50 peak hour trips, an operational analysis was not prepared.

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. On Kowell Road, sidewalk is only available on the east side for about 380 feet north of West College Avenue; there is no sidewalk along the project frontage. West College Avenue has continuous sidewalks on both sides near Kowell Road as well as a marked crosswalk with rectangular rapid-flashing beacons (RRFB) to the west of Kowell Road. Although sidewalks on Kowell Road near the project site are not available, this condition is acceptable given that the existing warehouse is expected to generate limited to no pedestrian trips. Further, pedestrians could walk on the shoulders or sidewalk on Kowell Avenue and continue traveling on West College Avenue, where sidewalks exist on both sides. Therefore, pedestrian facilities would be adequate to serve pedestrian trips to and from the project site.

Bicycle Facilities

In the project vicinity, Class II bike lanes are available on both sides of West College Avenue west of Kowell Road. According to the City of Santa Rosa's *Bicycle & Pedestrian Master Plan Update, 2018*, the College Avenue Complete Street Study is planned for West College Avenue between Kowell Road and Morgan Street to develop a corridor plan that balances the needs of all modes of transportation, which may result in improvements to bicycle and pedestrian facilities in the future. As the existing bicycle lanes connect to Stony Point Road and from there to regional trails, the existing bicycle facilities are adequate and are expected to be enhanced once any improvements are implemented based on the College Avenue Complete Street Study.

Transit Facilities

Within a half mile of the project site there are transit stops for Santa Rosa CityBus Routes 9 and 15. Transit stops for Route 9 are located on the south side of West College Avenue near Kowell Road and Ridley Avenue, as well as both sides of West College Avenue near Clover Drive. Transit stops for Route 15 are located on either side of Marlow Road, north and south of West College Avenue. Existing transit routes and their operations are summarized in Table 2.

Table 2 – Transit Routes					
Transit Agency Route	Distance to Stop (mi) ¹	Service			Connection
		Days of Operation	Time	Frequency	
Santa Rosa CityBus					
Route #9	0.15	Mon - Fri Sat Sun	6:00 a.m. – 8:30 p.m. 6:45 a.m. – 8:00 p.m. 10:45 a.m. – 5:00 p.m.	1 hour 1 hour 1 hour	Finley Community Center to Santa Rosa Plaza/ Downtown
Route #15	0.43	Mon - Fri Sat Sun	6:20 a.m. – 8:00 p.m. 8:20 a.m. – 5:00 p.m. 10:20 a.m. – 5:00 p.m.	1 hour 1 hour 1 hour	Coddington Transit Hub to Southwest Community Park

Note: ¹ Defined as the shortest walking distance between the project site and the nearest bus stop.

Source: www.srcity.org

As the existing transit stops are located within a walkable distance of a half-mile from the project site and adequate pedestrian walking connections exist between the project site and transit stops, it is reasonable to conclude that the existing transit facilities are adequate to serve the project site. Further, the existing routes would be expected to have adequate capacity to accommodate project-generated transit trips.

Finding – Existing pedestrian, bicycle, and transit facilities provide adequate access to and from the project site.

VMT

Senate Bill (SB) 743 established the change in Vehicle Miles Traveled (VMT) as a result of a project as the basis for determining California Environmental Quality Act (CEQA) impacts with respect to transportation and traffic. The City of Santa Rosa issued guidelines for VMT analysis, as outlined in *Vehicle Miles Traveled (VMT) Guidelines Final Draft*, dated June 5, 2020. This document identifies several criteria that may be used to identify certain types of projects that are unlikely to have a significant VMT impact and can be “screened” from further analysis. One of these screening criteria pertains to “small projects,” which OPR identifies as generating fewer than 110 new vehicle trips per typical weekday. As shown in Table 1, the proposed project would be expected to generate an average of nine trips per day on a typical weekday, which falls well below the threshold of 110 daily trips. Therefore, it is reasonable to conclude that the project can be presumed to have a less-than-significant impact on VMT.

Finding – The project is expected to have a less-than-significant transportation impact on VMT.

Safety Considerations

Sight distances along West College Avenue from Kowell Road were evaluated using criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance at intersections of public streets is based on corner sight distances, with more sight distance needed for making a left turn versus a right turn. Approach travel speeds are used as the basis for determining the recommended sight distance.

For the posted speed limit of 40 mph on West College Avenue, the minimum corner sight distance for left turns is 445 feet and 385 feet is needed for right turns. Based on a review of field conditions, sight lines to and from Kowell Road extend nearly 385 feet to the east and more than 500 feet to the west, which are adequate for the posted speed limit. Additionally, adequate stopping sight distances are available for a following driver to notice and react to a preceding motorist slowing to turn right onto Kowell Road. Left turns onto Kowell Road are accommodated by the existing two-way left-turn lane on West College Avenue.

Finding – Existing sight lines are adequate to accommodate all turns into and out of Kowell Road at West College Avenue.

Emergency Response

Site access and circulation are expected to function acceptably assuming applicable design standards were applied when the building was constructed. Further, as all roadway users must yield the right-of-way to emergency vehicles when using their sirens and lights, the nominal volume of project-generated traffic would not appreciably affect emergency response times.

Finding – The proposed project would have a less-than-significant impact on emergency response times. Site access for emergency vehicles would be adequate assuming it was built to meet the City standards.

Conclusions

- The project would be expected to generate an average of nine trips per day, including one trip during each weekday peak hour.
- Existing pedestrian, bicycle, and transit facilities are adequate to serve the project site.
- The project would have a less-than-significant transportation impact on VMT.
- Adequate sight lines are available at the project driveways.

- The proposed project would have a less-than-significant impact on emergency response times. The proposed project access and circulation would be expected to function acceptably for emergency response vehicles.

We hope this information is of assistance in performing the environmental review for the project. Please contact us if you need further information. Thank you for giving us the opportunity to provide these services.

Sincerely,

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Assistant Planner

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Senior Principal

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Preliminary